(d) Imphal air port has VOR, NDB and I.L.S. facilities. The National Airports Authority has a plan to instal D.M.E. at Imphal airport shortly.

**Setting up of Flight Inspection Directorate**

975. SHRI DINESHBHAI TRIVEDI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Tata Committee in 1979 had recommended the setting up of a Flight Inspection Directorate for D.G.C.A. Flight Inspectors; and

(b) if so, whether it has been set up strictly as per the recommendations?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) and (b) Yes, Sir.

**Incident near Jamshedpur airfield**

976. SHRI DINESHBHAI TRIVEDI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that an incident had taken place near the Jamshedpur airfield on the 10th July, 1991, involving a D.G.C.A. Flight Inspector on board of a TISCO aircraft; and

(b) if so, what are the details thereof and what action has been taken by the D.G.C.A. thereon?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) Yes, Sir.

(b) Cessna aircraft VT-EHV was engaged in local flying at Jamshedpur on 10-7-1991. The aircraft made a normal landing, and while turning slowly to the left near the end of the runway, it stopped just outside the edge of the runway. The incident is under investigation.

**Commissioning of Gas based power project in Madhya Pradesh**

977. SHRI SURESH PACHOURI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that Government have sanctioned 2.02 million cubic metre gas per day from HBJ pipeline to the gas based power project at Bhander district Gwalior in the State of Madhya Pradesh;

(b) whether it is also a fact that the project has not been conducted with HBJ pipeline resulting in non-commissioning of the power project;

(c) if so, what are the reasons for delay in connecting the project with pipelines with the main HBJ pipeline; and

(d) by when the project is likely to be connected with the HBJ pipeline?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) No, Sir.

(b) to (d) Do not arise.

**Selection for pilots in Air India**

978. SHRI VITHALRAO MADHAVRAO JADHAV: Will the Minister OF CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the reserved quota of SCs/STs and OBCs has not filled up properly in the Air India;

(b) what is the procedure for selecting pilots in Air India; and

(c) how many lady pilots appeared for the interview of pilots recent-

ly, and how many of them were selected?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) No, Sir.

(b) For selecting of pilots in Air India, candidates after passing a written test, are required to appear for interview with an interview panel. Based on the marks obtained in the written test and interview, a merit list is prepared. SC/ST candidates are allowed relexation of marks in the written test.

(c) One SC lady pilot appeared for interview recently. However, the selection process is not yet complete.

**Daily air service between Bombay and Bhuj**

979. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that at present Bombay-Bhuj flight goes three days in a week;

(b) whether it is also a fact that the said flight had been operating since 1947 and in the past it was a daily service;

(c) if so, what are the reasons for which it has been cut off;

(d) whether it is also a fact that there are sufficient passengers to patronise this air route; and

(e) if so, whether Government would consider to reinduct daily service on this route?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) No, Sir. At present Indian Airlines operates a four times weekly B-737 service on Bombay-Jamnagar - Bhuj - Bombay route.

(b) According to available records Indian Airlines was operating a daily service between Bombay and Bhuj between 1983 and 19 Nov., 1989.

(c) Due to acute shortage of B-737 aircraft, the Bombay-Jamnagar-Bhuj-Bombay daily B-737 service was reduced to thrice weekly effective November 20, 1989 but was subsequently increased to four times weekly effective December 16, 1990.

(d) Yes, Sir.

(e) Capacity constraints do not permit reintroduction of a daily service for the present.

**Operational schemes of REC**

980. SHRI JAGDISH PRASAD MATHUR: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) what is the total number of operational schemes sanctioned by Rural Electrification Corporation as on the 31st March, 1991;

(b) what is the number of Schemes monitored by REC during the last years;

(c) what is the number of monitoring reports:—

(i) for which monitoring observations were communicated to State Electricity Boards;

(ii) on which State Electricity Boards have complied with all or most of the recommendations of the monitoring reports/observations; and

(iii) on which State Electricity Boards have reported compliance?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) As on 31st March, 1991, 9424 schemes